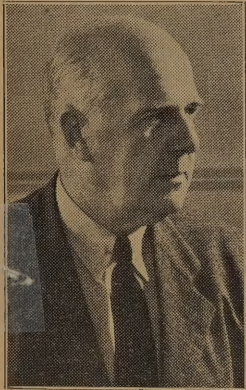




## Logan Resigns As Chief Engineer

### Plans to Enter War Work

In a letter to Commissioner Miller, dated September 29th, Mr. James Logan tendered his resignation as State Highway Engineer. In expressing his desire to terminate his connections with the Department, Mr. Logan said that he, "desired to accept an opportunity to associate in war effort engineering."



JAMES LOGAN

In accepting Mr. Logan's resignation Commissioner Miller replied, "As you leave the service of this Department after eight and a half years of work, first as Assistant State Highway Engineer and then as State Highway Engineer, you will join more than five hundred of our former employees who have left to join the armed forces of the war industry of the country. May I wish you every success in your new venture and thank you again for your helpful assistance to me during the first three months of my administration."

Mr. Logan first came to the Highway Department in March 1934 at which time he was appointed Assistant State Highway Engineer, succeeding Colonel H. W. Hudson in that capacity. Following the resignation of Major William Sloan, Mr. Logan was appointed to fill the vacancy, thus created, for a term of four years dating from July 1st, 1937.

Upon the completion of this term of office, former State Highway Commissioner E. Donald Sterner reappointed Mr. Logan in July 1941, for an additional four years. Recently he had applied for a two month's vacation and it was during this period that Mr. C. F. Bedwell, Construction Engineer was appointed as Acting State Highway Engineer.

"The Highway" wishes Mr. Logan the best of luck in his new work.

### Order

IT IS HEREBY ORDERED that the official State Highway Department identification badges must be worn or carried by every employee of the State Highway Department while on duty.

Great care must be used to see that these State Highway Department identification badges do not fall into the hands of unauthorized persons.

State Highway Commissioner.  
SPENCER MILLER, JR.

## War Speed Limit Set At 35 Miles

As a means of further conserving gasoline and rubber, Governor Edison has proclaimed that the maximum speed at which any motor vehicle may be driven on the highways of New Jersey shall be 35 miles per hour. The proclamation further states that in any zones where a lesser speed limit is now in force, the lower speed limit shall be enforced.

Since this new speed limit is a move to conserve vital war materials for a united war against aggression, it becomes the patriotic duty of every citizen to observe it. Violation of this speed limit today practically amounts to subversive activity.

Especially is it imperative that all drivers of State Highway motor vehicles set an example for other motorists to follow. Not only are the penalties for violation of this proclamation severe but it should be the desire of all Highway employees to further aid our contribution to the war effort by wholehearted compliance, not only when riding in department vehicles but when driving their own. The fact that a great many miles must be traveled is a good reason for starting earlier. It is no longer an excuse for driving faster.

## N. J. Highway Traffic Greatly Reduced

Gasoline rationing has greatly reduced the volume of traffic on New Jersey state highways according to a survey recently completed by the traffic bureau of the Electrical Division. To determine the actual reduction of this traffic, enumerators under the direction of I. J. Friedman obtained traffic volumes at such heavily traveled points as the George Washington Bridge, Lincoln Tunnel, Holland Tunnel, Phillipsburg bridges, Philadelphia-Camden Bridge, Trenton bridges, Pennsville Ferry and the Route 25 Circle at Camden.

These points were chosen because a similar study had been made in 1941 on the corresponding week-end (the fifth week-end in August) at the same locations. Fortunately for the comparative value of the surveys, clear weather was recorded on each occasion.

Tabulations for the two-day period revealed that the total number of vehicles passing these points was actually 37.8% less this year than in 1941. The exact count was 340,503 for 1942 against 547,701 last year. The greatest decrease was recorded at the Pennsville Ferry where the total was only 6,891, a drop of 67% from the 21,070 reported on the 1941 survey.

The Lincoln Tunnel traffic showed the smallest decrease. At this location the drop was only 13%. At nearby Holland Tunnel the number of vehicles counted was 36% less than last year.

The complete survey follows:

	1941	1942
George Washington Bridge	95,930	58,298
Lincoln Tunnel	23,726	20,590
Holland Tunnel	107,787	69,162
Phillipsburg Bridges	77,182	47,280
Trenton Bridges	74,466	37,226
Route 25 Circle, Camden	33,714	20,741
Camden Bridge	113,826	80,315
Pennsville Ferry	21,070	6,891
Totals	547,701	340,503

# Manpower Will Win

## WE NOW HAVE OUR CHANCE TO SERVE

### WE ARE AT WAR!

The problem of manpower is one of the primary problems of our nation at war. In modern mechanized warfare it has been estimated that we need seventeen men at home to supply each soldier at the front. An army of 5,000,000 would require 85,000,000 workers. Today we have 57,500,000 persons gainfully employed in the United States which is more than ever before in our entire history. We are still desperately in need of manpower and will be in greater need if we raise an army of 10,000,000.

During the past nine months there has been a steady drain on the manpower of the Highway Department through the operation of Selective Service. Many of our engineering force have taken Commissions in the Army. In all, some 268 are now in the armed service. There has also been a slow but steady drain through men leaving to take more lucrative positions in war industries. Still another group of technicians have been receiving leaves of absence to become civilian employees of the War and Navy Departments. A total of 413 have left in nine months. The Department has been quite liberal in releasing its men who are valuable to the war effort, for winning the war is the first obligation of every citizen and public official.

We are rapidly approaching the point in several divisions where our loss of men will impose an ever-increasing burden on those who remain on their jobs in the Highway Department. Efforts to fill many of the vacated positions are not always successful, and they will become increasingly less successful. That means that the men and women who remain on the job will have to close their ranks and work a good deal harder than in normal times. Elmer Davis of the Office of War Information says we as a people are only "ankle deep in the war."

The obligation on the part of each one of us to work harder, then, should not be a cause for complaint or self-pity; it should be considered rather as a welcome opportunity to participate in the all-out effort to win the war. Stepped-up efforts and overtime when necessary are very minor hardships when compared to the work which our soldiers, sailors and marines are called upon to do. Watching the clock has little place when the world is aflame! The State's business is not "business as usual." The men at Bataan or the Solomons did not get paid for fighting overtime. They know that they are in the war and must help to win it. Let us realize that we are in the war and must win it—with a smile on our faces, and a cheerful word to our fellow workers. The time has passed for figuring our woes on a normal basis. WE ARE AT WAR!

SPENCER MILLER, JR.

Commissioner.

## Walsh Promoted

### Assigned Special Duty

Second Lieutenant Edmund C. Walsh, Jr., native of Summit, N. J., recently was promoted to the rank of First Lieutenant in the Army Air Force at Westover Field, near Springfield, Mass., where he has charge of the War Bond campaign among civilian employees at the Air Base.

The former New Jersey State Highway Department construction inspector is working hard to win the Treasury Department's "Minute Man" flag for Westover Field by obtaining 90 percent of its civilian employees to pledge ten percent of their salaries for war bonds. He reports that his hopes of "going over the top" in this drive have excellent chances of fulfillment through the splendid cooperation of the base's civilian workers.

Lieutenant Walsh is a graduate of the Summit, N. J., public schools and Rutgers University, class of 1932 with a degree in civil engineering. While at Rutgers, he obtained ROTC training and a commission in the Infantry Reserves during 1932. After attending the Special Services School at Ft.



George G. Meade, Maryland, he began his current tour of duty at Westover, March 23, 1942.

Besides his war bond campaign duties, Lt. Walsh is Officer's Club Officer at the Air Base.

He is married to the former Miss E. Mildred Van der Hoeve, who now lives at their home, 800 Springfield Avenue, Summit, N. J., with his parents, Mr. and Mrs. E. C. Walsh.

## Steel Shortage Problem Overcome At Bayonne

Excellent progress has been accomplished by the contractors on the Bayonne Access Road in spite of many difficulties which have occurred, particularly with respect to obtaining certain critical materials.

For instance, on this project it developed that the contractors could not obtain the structural steel for the bridge over the Central Railroad of New Jersey and Lehigh Valley Railroad under the Preference Rating of A-1-E which the War Production Board had applied to the project. Our efforts to obtain a higher priority rating were met with the request on the part of the Federal authorities that spans of timber be employed. Such a type of construction was, of course, objectionable, and particularly so to the railroad companies involved. Furthermore, there was no assurance that the necessary timbers and fittings could be promptly secured by the contractors to carry out that plan as those materials are also on the critical list. However, in the discussion period a timber design was perfected — just in case. In the meantime we continued our efforts to obtain a higher preference rating, it being our understanding that a rating of A-1-A would be sufficient to obtain structural steel. Commissioner Miller went to Washington and endeavored to persuade the War Production Board of the essential nature of the project and the critical need for the structural steel. He was successful in obtaining a Preference Rating of A-1-A for enough steel to span the main lines of the railroad with the idea of building the spans of lesser significance of timber.

Although a design was developed to accomplish this plan, our versatile Bridge Division conceived the better idea of utilizing the steel beams we were supposed to get under the A-1-A Preference Rating as form supports for a reinforced concrete design to be constructed instead of the timber spans. The steel beams were to be removed after these spans had been placed and then used for constructing the spans over the main tracks of the railroad. This would entirely eliminate timber construction. The development of this idea was well along when — bango!!! — the steel mills advised our contractors that the A-1-A Preference Rating was no longer good enough to permit them to produce the steel beams. In other words, in the interim of time required to get the increased rating the steel situation had become even more critical and steel could not be furnished by the mills below a rating of AA2 or AA3.

Our men had not been idle, however. In their searches of second-hand yards certain second-hand steel beams had been observed which inquiry developed were still available. Also, we learned that certain steel beams were to be taken down in connection with the dismantling of an industrial plant in North Jersey. We immediately had our contractors tie up this material and developed a new design to fit it. Red tape and technicalities were rather ruthlessly ignored in our endeavors to speedily consummate the necessary understandings and formalities with the Federal Government as well as with our contractors in connection with the change in plans and prices involved. This bridge is now well along to completion and will represent a permanent structure of steel and concrete due to the diligence of our Bridge Division and the efforts of all involved.

Thos. Stephan.



# THE HIGHWAY

Published by the New Jersey State Highway Dept.  
In the Interests of Its Employees.

W. CARMAN DAVIS, Editor

## Contributing Editors:

James H. Driscoll  
Thomas Stephan  
Elmer L. Meyer

Arthur J. Lichtenberg  
W. Eugene Becker  
Robert G. Martin

Publication Office: 148 West State Street, Trenton, N. J.  
Telephone: Trenton 2-2131 extension 573

20

## SAFETY IS A DUTY

Today we are a nation at war. Our troops are engaging the enemy in nearly every corner of the globe; fighting gallantly that freedom may survive. Their mission is a noble one. Their lot a dangerous one. We who remain at home are relatively secure. Ours is the safe way of life by comparison.

But let us not be lulled into a false sense of security. At home we too are faced with a great slaughter—the slaughter of accidents—casualties caused by carelessness. Today this death rate is many times greater than that in our armed forces.

During the year of 1941, 50,000 accidental deaths were reported among those gainfully employed in the United States. This is not the total figure of all who were killed. It does not take account of the children, aged, infirm or those who were unemployed. It includes only those who were workers, those whose services were being compensated for. Neither does it include the number who were crippled or maimed for life, the millions who suffered and recovered, the billions of dollars lost through accidents. It simply means that 50,000 workers have been killed at a time when manpower is more sorely needed than at any other period in the history of this nation. Thirty-eight per cent of this total were killed as the result of automobile accidents; 36 per cent met death while at work and the remaining 26 per cent died as the result of miscellaneous accidents, most of which occurred in the home.

Such a slaughter within the comparative safety of civilian life is a challenge that no one can afford to ignore. To meet this challenge, industry has raised a fund of \$5,000,000 dollars to promote safety during leisure hours. A nation-wide campaign is being organized under the auspices of the National Safety Council whose purpose will be to help defeat the Axis by promoting safety, by making it possible for every man to remain at his work.

We of the State Highway Department are a part of this great employee group so vital to America today. We are in this war. Our building program is, and shall remain, a program of war construction until victory is won. Therefore each of us has a job to do in seeing that safety on our part reduces accidents within this Department. Let us not sabotage the war effort through carelessness. Accidents aid the Axis.

## MAIL CAR SCHEDULE

For the information of those who desire to travel to Fernwood and return and at the same time conserve on gasoline and rubber, the following mail-messenger car schedule is printed. If possible use this car for your trip.

9.00 A.M. car leaves mail room for Fernwood  
9.45 A.M. car due at mail room from Fernwood  
10.20 A.M. car leaves for Fernwood  
10.55 A.M. car due at mail room from Fernwood  
1.00 P.M. car leaves for Fernwood  
1.45 P.M. car due at mail room from Fernwood  
3.30 P.M. car leaves for Fernwood  
4.15 P.M. car due at mail room from Fernwood

## College Professors Now

Three Highway employees recently obtained leaves to join the instruction forces at Temple University in Philadelphia where they will teach members of the United States Signal Corps. This trio, composed of John Fransen, Matt Mandl and Bob Simon, have been teaching for some time at night and it is a compliment to their ability that they should be chosen for full-time work.

## Sympathy

The many friends of Fred Claus, Location Engineer with Survey and Plans and a former president of the Ten Year Club, were sorry to hear of the recent death of his mother. The Highway joins in extending every sympathy.

## O. K. Again

Arthur J. Lichtenberg, of the Bridge Division, has returned to work following a recent operation. We should be getting some items from the pen of this contributing editor in the near future.

## Committee on Leaves

The personnel of Commissioner Miller's Committee, appointed to pass upon requests for leaves of absence, was reported in the September issue of THE HIGHWAY as being composed of E. V. Connett, E. E. Reed and A. Lee Grover. This was an error. The members of this committee are E. V. Connett, chairman; C. F. Bedwell and A. W. Muir.

## Highway Honor Roll

The following is the list of those entering the Armed Forces of the United States since the last issue of THE HIGHWAY.

**Administration**  
Walker, Charles W. Coast Guard

**Construction**  
Andrews, Arthur A. Army  
Falciani, Romeo A. Navy  
Hunter, W. Fred Navy  
Worthen, Henry B. Air Corps  
Young, Edwin C. Army

**Electrical**  
Hudson, William A. Army  
Joseph Mahan Army  
Rogers, Charles A. Army  
Sherman, Charles J. Army  
Tressito, Patsy Army  
Wood, Frank L. Army

**Equipment**  
Artaserse, Edward Army  
Crane, Walter W. Navy  
McDonald, Daniel J. Army

**Laboratory**  
Reed, Joseph C. Army

**Maintenance**  
Buono, Anthony Army  
Calise, Anthony F. Navy  
Carr, John T., Jr. Navy  
Hogate, Hildreth Army  
Marvin, James C. Army  
Pach, Arnold Army  
Percello, Louis Army  
Pfaff, Edwin W. A. Army  
Reed, Robert Air Corps  
Robertson, Arthur Army  
Smith, Charles Army  
Sweeney, Raymond Navy  
Van Benthuyzen, J. Howard Coast Guard  
Wright, Walter Oakley Navy

## Highway Department Civil Service News

### Results of Examinations

#### Mechanic Helper (PROMOTION EXAMINATION)

1. Kenneth Emmons, Trenton, 93.25;  
2. Fred Lesley, South Amboy, 87.53;  
3. Arthur Lutz (V), Trenton, 87.53;  
4. Andrew Foster, Trenton, 87.50;  
5. Floyd Boss, Denville, 87.11;  
6. Richard Hawthorne, Roselle, 86.25;  
7. William Rochford, Trenton, 86.25;  
8. Edward Cornelius, Beachwood, 86.21;  
9. Carl Williams, Merchantville, 85.54;  
10. Frank Wainwright, Lakewood, 85.20;  
11. Robert Kreps (V), Trenton, 85;  
12. Charles Shanahan, Trenton, 84.92;  
13. Edward Walker (V), Trenton, 83.75;  
14. Charles Philpott, Trenton, 83.65;  
15. George Visokay, Trenton, 83.61;  
16. John Boulden, Trenton, 82.89;  
17. Joseph Pineda, Blue Anchor, 82.60;  
18. Thomas Brown, Trenton, 82.50;  
19. Charles Mernon, Trenton, 81.28;  
20. Angelo DeBlasio, Trenton, 81.08.  
21. John Mannfield, Trenton, 80.40;  
22. Alfred Kaner, Trenton, 79.78;  
23. Edwin Champlin, Rumson, 79.57;  
24. Joseph Etrolo, Trenton, 79.04;  
25. Robert Brundage, Trenton, 78.70;  
26. William Christensen (V), Trenton, 78.66;  
27. Nelson Hallbauer, Barrington, 75.30;  
28. Albert Getz, Trenton, 75.17;  
29. Donald Torrill, Trenton, 74.95;  
30. James Glenfeld, Trenton, 74.93;  
31. George Kuter (V), Trenton, 74.33;  
32. Anthony Guidotti, Trenton, 73.75;  
33. Andrew Havin, Vineland, 73.36;  
34. Wilbert Hunt, Trenton, 73.25;  
35. Luciano North Bergen, 72.96;  
36. Marco Nero, Titusville, 72.23.  
Salary, \$1,385-\$1,680; test held June 1; applications, 39; examined, 37; failed, 1; failed to appear, 2.

#### PERMANENT APPOINTMENTS

Harry H. Ober and Edward J. McElroy, Assistant Electric Engineers, Reiffen Electric Division, re-employment list; J. Lester Yoder, Sr., Traffic Enumerator, Electric Division, re-employment list, and Nicholas P. Tili, Jr., File Clerk.

#### RESIGNATIONS

Frederick G. Fisher, Jr., Assistant Supervisor of Public Safety; William E. Ehrendorf, Draftsman, Electric Division, Traffic Enumerator, Highway Dept.

#### TESTS LISTED (under consideration)

Assistant Supervisor of State Aid Project Highway Dept. \$3,600-\$4,500. This test will be open to Resident Engineers (Highway Construction), Resident Engineers (Bridge Construction), Bridge Designers, Senior Civil Engineers, Engineers of Special Assignments, Engineers of Special Designs, Highway Location Engineers and Designing Draftsmen, with 12 months permanent service in the Department.

Cost Clerk—Salary, \$1,080-\$1,440 per annum. Open to Senior Clerks in the Highway Department, who have served as such in permanent capacity for at least 12 months immediately preceding the announced date (October 15, 1942) for this test. Vacancy, State Highway Department.

Office Engineer—Salary, \$3,300-\$3,900 per annum. Open to Designing Draftsmen, Senior Civil Engineers and Structural Draftsmen in the State Highway Department, who have served as such in a permanent capacity for at least 12 months immediately preceding the announced date (October 15, 1942) for this test. Vacancy, State Highway Department.

Federal Aid Engineer—Salary, \$4,200-\$4,800 per annum. Open to Resident Engineers, Highway Construction; Resident Engineers, Bridge Construction; Bridge Designers; Engineers of Special Assignments; Engineers of Special Designs, and Highway Location Engineers in the State Highway Department, who have served as such in a permanent capacity for at least 12 months immediately preceding the announced date (October 15, 1942) for this test. Vacancy, State Highway Department.

Executive Clerk—Salary, \$3,600-\$4,200 per annum. Open to Head Clerks, and Assistant to Chief Clerks in the State Highway Department, who have served as such in a permanent capacity for at least 12 months immediately preceding the announced date (October 15, 1942) for this test. Vacancy, State Highway Department.

Assistant Engineer of Surveys and Plans—Salary, \$3,600-\$4,500 per annum. Open to Resident Engineers, Highway Construction; Resident Engineers, Bridge Construction; Bridge Designers; Engineers of Special Assignments; Engineers of Special Designs; Highway Location Engineers; Designing Draftsmen; Senior Civil Engineers in the State Highway Department, who have served as such in a permanent capacity for at least 12 months immediately preceding the announced date (October 15, 1942) for this test. Vacancy, State Highway Department.

ever I am happy to say that I was just made a Petty Officer. . . . It is interesting work and except for the lack of amusements, duty here is not too bad."

Walter Lloyd Fawcett, of the Construction Division, who was for many years a civilian pilot, is training to be a Naval flying instructor at Corpus Christi, Texas. Walter, who is now a Lieutenant, J. G., sends word that he is "accomplishing the prescribed syllabus more successfully than most. I received a perfect mark throughout this school's most highly regarded ground school course, celestial navigation."

Cyde Case recently received a letter from Earl Hillborn stationed at Fort Sill, Oklahoma, an excerpt of which reads: "I received the

(Continued on Page 3)

neers; and Structural Draftsmen in the State Highway Department, who have served as such in a permanent capacity for at least 12 months immediately preceding the announced date (October 15, 1942) for this test. Vacancy, State Highway Department.

Senior Bridge Inspector—Salary, \$2,700-\$3,180 per annum. Open to Bridge Construction Inspectors in the State Highway Department, who have served as such in a permanent capacity for at least 12 months immediately preceding the announced date (October 15, 1942) for this test. Vacancy, State Highway Department.

Senior Auditor—Salary, \$2,400-\$3,000 per annum. Open to Auditors in the State Highway Department, who have served as such in a permanent capacity for at least 12 months immediately preceding the announced date (October 15, 1942) for this test. Vacancy, State Highway Department.

Head Clerk—Salary, \$2,400-\$3,000 per annum. Open to Principal Clerk-Stenographers, Principal Clerk-Bookkeepers, Principal Clerks and Principal Cost Clerks in the State Highway Department, who have served as such in a permanent capacity for at least 12 months immediately preceding the announced date (October 15, 1942) for this test. Vacancy, State Highway Department.

Principal File Clerk—Salary, \$1,740-\$2,160 per annum. Open to Abstract Clerks, Audit Clerks, Clerk-Receptionists, Engineering Clerks, Senior Clerks, Senior Clerk-Bookkeepers, Senior Clerk-Stenographers, Senior Cost Clerks, and Senior Clerk in the State Highway Department, who have served as such in a permanent capacity for at least 12 months immediately preceding the announced date (October 15, 1942) for this test. Vacancy, State Highway Department.

Senior File Clerk—Salary, \$1,440-\$1,740 per annum. Open to Abstract Clerks, Audit Clerks, Clerk-Receptionists, Engineering Clerks, Senior Clerks, Senior Clerk-Bookkeepers, Senior Cost Clerks, and Senior Clerk in the State Highway Department, who have served as such in a permanent capacity for at least 12 months immediately preceding the announced date (October 15, 1942) for this test. Vacancy, State Highway Department.

Foreman, Machine Shop—Salary, \$2,400-\$3,000 per annum. Open to Machinists in the State Highway Department, who have served as such in a permanent capacity for at least 12 months immediately preceding the announced date (October 15, 1942) for this test. Vacancy, State Highway Department.

Electrical Engineer, State Highway Department—Salary, \$4,200-\$4,800 per annum. Open to male citizens, resident in the State for at least 12 months immediately preceding the announced date (October 15, 1942) for this test. Vacancy, State Highway Department.

## CERTIFICATIONS

Mechanic; promotion examination; 40 vacancies;

Thomas Buis, 90.08; Walter Crane, 87.79; John Rochford, 87.18; John Borden, 86.94; Edward Johnson, 86.82; Rex Helbling, 86.45; Clarence Becker, 86.06; Thomas Buis, 86.04; Arthur Dyer, 85.78; Frank Palmer, 85.48; Thomas McMahon, 85.01; John Wain, 84.66; Harry Conover, 84.06; Albert Baytel, 83.83; Charles Hales, 83.82; Richard Kleidke, 83.75; George Dyars, 83.22; Charles Cherry (V), 83.08; Herman Elster, 82.99; Harry Buscher, 82.55; Richard Bask (V), 82.50; Alfred Vayna, 82.48; John Leaden, 82.37; Arthur Nelson, 82.25; James Kiley, 81.90; Arthur Lutz (V), 81.78; Edward McCabe, 81.57; Andrew Pettis, 81.59; Harry Weber, 81.57; Richard Frooley, 81.40; John Miller, 80.91; Alex Rust, 80.75; John Gleekman, 80.15; Charles Hart (V), 80.18; Henry Brackett, 79.92; James Fenton, 79.54; William Weber, 79.25; Frank Wainwright, 78.95; Frederick Smith (V), 78.14; Joseph Mastrobattista, 77.88; Edward Cornelius, 76.21; Fred Lesley, 75.93; Jacob Cole, 74.38.

Garage Attendant; promotion examination; 25 vacancies;

Frank Scheindarn, 91.15; William Moran (V), 90; Mathias Matzer, 90; Clifford Korman, 89.95; Richard Borden, 89.87; Antonio, 87.88; John Megules, 87.50; John Mannfield, 87.50; George MacGregor, 87.25; Martin Egan, Sr., 86.93; Edward Hales, 86.92; Richard Frooley, 82.59; Charles Jones, Jr., 82.58; William Gropp, 82.50; Thomas Ettenger, 81.25; James Bowley, 81.25; Nelson Hahnauer, 80.50; Carl Johnson, 80.42; John Plumeri, 80; Clayton Nixon, 79.91; Henry Gabr, 79.65; Andrew Hawthorne, 79.50; Arcangelo Massa, 79.16; John McEwan, 77.42; Willie Hales, 76.27; Richard Hennie, 76.26; Louis Armand, 70.92.

Claim Investigator; promotion examination; 2 vacancies;

Richard Snyder, Jr., 82.16; Raymond Callahan, 81.23; Kenneth Jones, 77.11; John Gulch, 74.53.

Mechanic, Electric Signals; promotion examination;

Abraham Reynolds, 74.69; Alvin Rosetti, 73.59; Michael Seaxson (V), 70.57.

Highway Equipment Inspector; promotion examination; 3 vacancies;

Albert Baytel, 87.34; John Rochford, 85; Thomas Buis, 83.75; Clarence Becker, 83.25; Joseph Havran, 82.50.



## Joins Bike Riders

### Grover Faces Unique Problem

While he claims no records and frankly admits that he is the more conservative type of rider, A. Lee Grover, Chief Clerk and Secretary, is nevertheless taking advantage of the good autumn weather to conserve tires and gasoline by riding to work on his bicycle.



A. LEE GROVER

One difficulty confronts Lee on his travels and there is little that can be done about it at this time, since the remedy would involve changing the law of gravity or at least the topography of the City of Trenton. Since it is not feasible to do either of these things, it looks as if Lee will have to continue to ride down hill on his way to work and up hill going home. Several ways of getting around this difficulty have been suggested recently but none of them satisfactorily solve the problem. The only one that seems to have any possibilities is for Lee to ride home backward. This might give him the sensation of traveling down hill.

When asked for statistics about his bicycle riding Grover refused to talk on the grounds that he was not interested in traveling time as long as he got to the office before nine o'clock and made home by the time dinner was on the table. Well, Lee has always been a diplomat, anyway.

## Foils Suicide Attempt

Things were pretty quiet along the Maurice River on the night of September 12th. Time was hanging heavy on the hands of Kennard Coulter, the relief bridge tender as he looked at his watch at 11:15. But he had no complaint to make. It was a nice night and again nothing much was expected to happen, especially when a relief man was on duty. Funny, he thought, the way things always worked out that way. Any excitement seemed to be reserved for the regular tender. They had all the fun.

Coulter cast a surveying glance along the bridge and wondered what the weather would be like on the morrow. Then he noticed a form walking along the rail in the darkness. As he watched he saw the figure stop at the center of the span and start to climb the railing. Coulter sprang into action. With a shout he dashed to the spot and pulled to safety a woman intent on suicide.

The next day he sent a note to his friend J. T. Deter of Manasquan, in which he described his adventure of the night before in the following brief and modest manner: "This is to inform you that on Saturday, September 12, 1942, at 11:15 p. m., I stopped and had arrested by the Millville police one (name deleted) as she attempted suicide by jumping from the south rail of this bridge."

To which we would like to add, nice going Kennard and forgive us for printing the story.

## Equipment Outing Attended by 200

It was all play and no work (except for the committee) when the boys of the Equipment Division gathered for their annual outing on August 29th. As in previous years this affair was held on the outskirts of Trenton and despite the gasoline restrictions nearly two hundred came from far and near to be among those present. Those who attended were not disappointed, for this year's outing maintained the high standards set by those which preceded it.

As usual the quito tournament was the sporting highlight of the day. In this feature, competition was exceptionally keen and it was only after a bitterly fought contest that Johnny Leadom and John Vargo were able to defeat Tim Brennan and Andy Foster in the finals. And don't let anyone tell you that these boys are not among the best you would find anywhere.

Other sports which contributed to a full program included baseball, races and various games under the direction of Bob Brundage. All were hotly contested but it was apparent that some of the boys are losing their speed and wind as the years roll by.

One activity where good form was shown centered around the bar and food counters where age seemed to make no difference in the ability of the participants. The beer was cold and the food good thanks to the efforts of Chairman Ed Tole and his committee consisting of Henry Brackel, Artie Lutz, Charlie Mernon, John Gleekman, Russel Hulse, Bob Kreps, Joe Carrigg and Arthur Nelson.

The Equipment Division knows how to run a good outing and have a lot of fun with it. More power to them.

### Returns to Work

Clarence Scales, one of the older employes in point of service with the Equipment Division, has returned to work following a month's absence from duty due to an operation. Minus an appendix for which he never had much use, Clarence is once again as good as ever.

### Virtue Rewarded

In the first issue of THE HIGHWAY an item appeared under the head, The Reward Of Virtue. It told of how Mr. E. V. Connett refused a R. R. pass and then promptly lost his newly purchased commutation ticket. Well it appears that recently Mr. Connett was mowing his lawn and as he pushed aside a low hanging branch of a grape vine there lay the long lost ticket. It was like getting money from home, but it took a month to get it out of the railroad.

### Col. Cross Expresses Thanks

In a recent letter to Commissioner Miller, Colonel Lloyd A. Cross commanding the 349th Engineers, the regiment where so many of the late Highway boys are now serving as officers, says, "Again allow me to supplement my previous letter and express my personal indebtedness for the spontaneous cooperation of the New Jersey State Highway Department and its officials during the time when I was procuring commissioned personnel for this regiment."

The 349th Engineers are now on the Pacific coast.

### An Apology

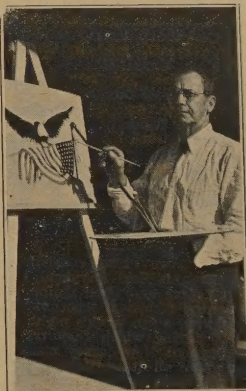
On page 4 of the September issue of the The Highway there appeared a picture of the Bridge Division members gathered at the farewell dinner to Lieutenant Commander Hunter. Through an error in proof reading the last line of names was left from the caption. Therefore, to Lawrence Petersen, Jack Furry, Sven Hedin and William Umberger we extend our apologies. It certainly wasn't done on purpose.

## Oh-Oh!

We've had our fingers crossed ever since we published the story on Elgin Mayer and his bicycle. It is not that we doubt the facts as stated because we are inclined to string along with Elgin, having seen him burning up the road on more than one occasion. But, today we received a note from Fernwood wanting to know if we had not gotten Mayer confused with Superman. The writer stated that after consulting the record books, Johannesson's "Highway Economics" and the Sear's Roebuck catalogue he has come to the conclusion that the whole thing was a lot of bunk. That Mayer or no one else can make 8 miles in thirty minutes through traffic.

As if to further justify his claims of inaccuracy, this writer quotes Eddie Knorr (who incidentally has pedaled the same bike to Fernwood for twenty years) as saying it couldn't be done. But Knorr goes further than that. He adds "I couldn't do it myself and I am sure of one thing and that is that I can beat Elgin's time under any watch in the Department other than his own."

Now we don't know much about bicycling but it looks from here as if a match were in the offing. Of course nothing may come of it, but in the event the boys should ever get together we'll only be to glad to report from the roadside. Or should we have said ringside.



### PAINTS FOR HOBBY

"Oliver Barse of Earl Storer's sign shop is a man of many talents. Recently he has been spending his spare time painting along a patriotic line. His subject is the American eagle with wings outspread, clutching the Stars and Stripes. Ollie has made several of these paintings within the last few weeks and each new one seems to excel those that he has done before."

A recent example of his artistic skill is now hanging in the Maintenance Office at Trenton while another is on the Honor Roll in the main building at Fernwood. In the above photograph, Barse is seen putting the finishing touches on his latest painting.

### Blake Receives Bars

Harold A. Blake of the Flemington Office was commissioned a 2nd Lieutenant Engineers on September 16. He has been assigned to the 333 Engineers, stationed at Toledo.

## Quick Watson, The Needle

"How To Win Friends and Influence People," will be a must on the list of Mr. E. V. Connett's reading after his recent battle over adjustments. That is, he will read or reread it as the case may be, if the swirling waters of the Delaware don't claim him first. This is said advisedly because he has been seen on more than one occasion recently, gazing with a fixed stare at the sluggish waters. And all because it was felt that some men were not being paid all their jobs and abilities called for.

Adjustments are funny things. First the sub-division head thinks that Joe is doing a good job and since this job is as good as the one John turns in for twenty bucks a month more, Joe is entitled to some more of what it takes. But since John has not had any additional compensation for twelve years he can't be rightfully overlooked either. Especially since John is really O. K. But if John gets as much extra as Joe then Joe, who does the same work is going to squawk—and how. That's all right, thinks Mr. Sub-Division, we'll give Joe a little more than John and bring them closer together and if . . .

At this point we leave the home office and get to division headquarters. Here again the problems of John and Joe are hashed over, only now there are dozens of others just like them to complicate matters. With the milk of human kindness oozing from every pore, the division head starts in to make everything just right. If he fails, Mr. Connett can iron out the difficulties in no time. The adjustments must go through! So with an air of resignation, the papers of John and Joe and all the others are forwarded to Administration. It would be nice if this were all that had to be done. Unfortunately, however, this is only the beginning.

From here on matters are really complicated. Civil Service has a way of questioning many things, especially adjustments, and the battle is on. When the smoke clears poor John is only getting a part of his original recommendation and Mr. Connett is putting on the old bullet-proof vest.

Joe is telling the world that he likes to work for the Highway Department and that a lot of guys don't appreciate a good boss anyway, so what? Downstairs the phone rings every fifteen seconds and Mr. Connett ducks as he answers it. As he hangs up the phone and reaches for the aspirin he agrees with Abe Lincoln, who once said: You can please some of the people all of the time, and all of the people some of the time; but you can't please all of the people all of the time.

### News From the Service

(Continued from page 2)

Highway paper. I wish they would sent it to me direct instead of sending it to my home in Trenton. It is a very interesting paper. You can really keep up with the news of what the Highway is doing. (We tried sending The Highway direct to the boys in the camps but so many of them were returned that it was decided to send them to their home on the theory that the folks there would have the latest forwarding address.—Ed.)

From Camp Gruber, Oklahoma, Harry Shedd, Jr., sends Commissioner Miller the following note: "Dear Commissioner: This is the first opportunity I have had to thank you for your good wishes. . . I have been in the station hospital therefore the delay. It gives a fellow's morale a boost when a very busy man can find sufficient time to wish his former employee God speed."

Edward Raymond of the Electrical Division, now at Fort Benning, Ga., where he is training to be an officer writes to the editor as follows: "Just want to let you know how much I enjoy reading the publication. I have often wondered how many of the boys were still with the Department and what changes were going on up that way. The Highway answers most of these interrogations. My work with the Traffic Division of the Highway Department stands me in good stead now and then down here. . . just the other day we were timing distance and rates of speed of army convoys."

## Newark News

### Jim Driscoll

William L. Braybrooke, for a number of years in charge of the Montclair Office of Survey and Plans is now a Captain in the Engineers and is stationed at Camp Claybourne, Louisiana. Howard Rigby has been placed in charge of the office during the absence of Braybrooke in case you didn't know.



CAPT. W. L. BRAYBROOKE

Henry Meyer is now stationed at Co. C 533rd Engr. Shore Reg. 3rd Training Bn. 3rd Amphibian Brigade, Camp Edwards, Mass. Henry made several attempts to enlist. He finally made the amphibian Brigade which we understand is in a commando outfit.

Bill Bloss is stationed at 400th Tech. School Squadron Flight 454 C, Keesler Field, Miss. He has himself the "softest" job of all our boys. He is now in a maintenance school connected with aviation. We expect him to be a high flier on his return.

Ephram Solkoff is now at Camp Belvoir in the Engineering Corps. He was sent there immediately after induction.

Charles M. Stenson who is our first Selectee, is now in Officers' Training School. His address is Cand. C. M. Stenson, 28th Co. 14th Bri., 2nd Str., Fort Benning, Ga. Wm. Fallon and Mike Giordano who were with the National Guard at the opening of hostilities are now so far away from home that we don't even know their addresses. We do know, however, that Fallon is now a 2nd Lieutenant.

The above tends to show that the members of the Highway Department who have found their way into our defense forces are made of pretty good stuff.

The many friends of John MacKenzie who has spent the majority of his years in the Department, will be happy to learn that he has returned to work fully recovered after a prolonged illness.

Andrew Gregory Byrne, the Auburn-haired darling of Neil MacDougall's office, is a great believer in preparedness. Anticipating joining our Country's defenders he has bought a target pistol and written for an application to carry same to and from the pistol range.

F. Westervelt Tooker, Office Engineer in C. A. Burn's Newark Office, has returned to work fully recovered after a month spent at his summer home in Avon.

These days it is hard to tell whether a man is walking to reduce, or reduced to walking.

### The Measure of Success

When sunset falls upon your day and fades from out the west, when business cares are put away and you lie down to rest, the measure of the day's success or failure may be told in terms of human happiness, and not in terms of gold. Is there beside some hearth tonight more joy because you wrought? Does someone face the bitter fight with courage you have taught? Is something added to the store of human happiness? If so, the day that now is o'er has been a real success.—Anon.

We never dared to aspire to become America's first columnist; so long as we can keep out of fifth place we'll be happy.—Anon.

**Buy WAR BONDS and STAMPS Each Pay Day!**

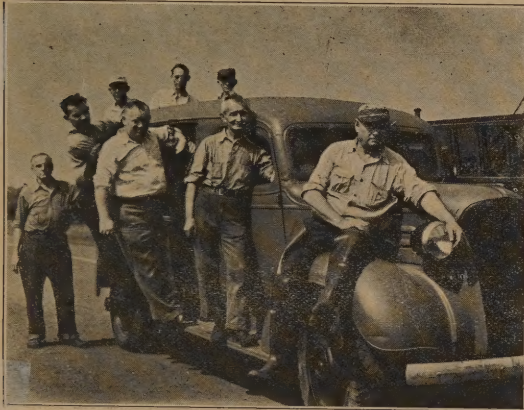


# Fernwood Fire Fighters

Efficient Unit Protects State Highway Garage

Incendiary bombs hold no terror for Fernwood. Neither do fires starting from more common origins. A capable squad of men with modern equipment will be ready if and when the emergency arises. Known as the Fire Patrol, this group, under the leadership of Bob Martin, well-known in volunteer fire-fighting circles, is composed of Joe Murray, Bill Weber, Harry Buscher, Louis Virok, Joe Mizsur, Angelo De Blasio, Eddie MacCabe, Harvey Butterfoss, Carl Leser, Al Kaner, Tim Brennan, George Kutch, Ray Tantum, Frank Ferry and Andy Foster.

A converted truck, painted a bright red and equipped with ladder, fire axes, hose and other fire-fighting equipment is used to take the boys from one end of the yard to the other in almost nothing flat. They can be assembled at the scene of any emergency, within the yard limits, in three minutes after the alarm has sounded. To maintain squad efficiency, a fire drill is held every week as well as a complete inspection of all pieces of equipment used.



Six fire plugs stud the grounds, four of which have been housed in red buildings in which the necessary hose for each plug is stored. The pressure from these plugs is sufficient to throw a long stream of water without auxiliary pumping. Since the hose in each house remains attached to the fire plugs, much time can be saved in making the connection.

The precautionary work does not stop here however. Throughout the buildings modern carbon tetrachloride extinguishers have been placed in glass cases where they can be reached at a moment's notice. To handle incendiary bombs in addition to the above equipment, steel barrels and long handled shovels have been placed in the main shop and all out-buildings. Harry Buscher and Bill Weber are in charge of the air raid precaution work.

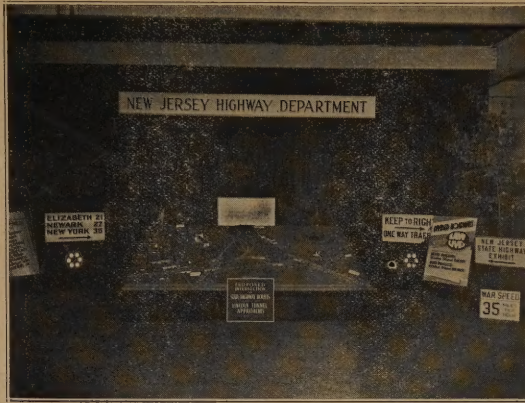


Inasmuch as the air raid warning sirens of Trenton failed to be heard as far out as Fernwood it was necessary to devise an alarm system for the shop. This matter was solved in an ingenious manner by Willard Emmons who assembled a discarded Chevrolet brake drum and some miscellaneous parts picked up here and there into a powerful siren which can be heard throughout the countryside. This new piece of equipment has been mounted on the roof of the main building and will be used not only for air raids but for fire calls as well.

Recently the Fire Squad sprang into action so that readers of THE HIGHWAY might have pictures and a first hand story of their efficiency. It was a well-drilled and capable organization that put on the demonstration. The fire insurance rates at Fernwood must be pretty low.

## Thumbs Up and Cheerio

Word has been received that who are acquainted with Ollie's feelings about the war and his inherent desire to fight at the drop of a hat, feel that no good will come to the enemies that face him.



## Highway Exhibit Attracts Crowds At N. J. State Fair

The State Highway exhibit at the New Jersey State Fair at Trenton during the week of September 27th to October 3rd proved to be one of the highlights of the New Jersey Building.

The feature of this exhibit was a large model of the proposed Lincoln Tunnel approach roads intersection placed in a setting of evergreens. Above the model, which is fifteen feet square, was a sign reading, "State Highway Construction will play an important role in our post war readjustment. When the victory has been won construction of this type will be vitally needed, not only for increased traffic conditions but as a means of supplying employment."

In addition to the model several of the latest type fluorescent signs were displayed as well as the new 35 mile War Speed signs. The exhibit was spotlighted from several angles to add a most realistic aspect to the roadways.

Chester G. Anderson, Field Assistant of the Electrical Division was in charge of the exhibit which was viewed by approximately 40,000 people during the week.

## Nominate Candidates

The Employees Association of the Equipment Division will hold their annual election at their regular meeting on Tuesday, October 6. The nominating committee have selected the following candidates:

For President: John Gleekman and John Mannifield.  
For Vice President: Edward Tole and Earl Douglas.  
For Secretary: Charles Mernon and Patsy Rimo.  
For Treasurer: Arthur Lutz and John Wain.

Nominating Committee is composed of Robert Brundage, Joseph Henry and James Corby.

## Work While You Sleep

The Dawn Patrol consisting of Reg Bowen, Carl Raymond, Charlie Stecker and Fred Quinn have recently returned from vacation following a ten week's night work shift during which they traveled throughout New Jersey making a survey of all State Highway lights. The purpose of the survey was to determine how many of these 100% Highway lights could be eliminated. As a result of ten weeks of sun-dodging they have recommended that 1500 of these lights be turned off for the duration.

## I WORK ON THE HIGHWAY

RANDOLPH LABARRE  
Landscape Division

Yeah, I work on the Highway,  
I weed and I plant and I mow,  
I'm a relief man on a highway plow,  
When the winter winds bring snow.

Yeah, I work on the Highway  
With the Belmar landscape crew,  
My barge is thirteen twenty  
And our gang's a good one too.

Yeah, I work on the Highway,  
For how long I cannot tell,  
I may join the rest of the absentees,  
To give the Axis hell!

Yeah, I work on the Highway,  
And while working there I've found,  
There's a question that's always contagious,  
"When's the pay man coming around?"

## FLASH

Eugene J. Palmer, Chairman of the Entertainment Committee of the Ten Year Club announces as we go to press that the Annual Dinner of that organization will be held at the Stacy Trent Hotel in Trenton on the evening of Monday, November 16.

Assisting Palmer with the preparations for this affair will be a Committee composed of:

William Clow, Bridge Div.;  
Joseph Hunt, Electrical Div.;  
Al Hincken, Construction Div.;  
Bob Martin, Equipment Div.;  
Bob MacMullin, Projects Div.;  
Ken Craft, Maintenance Div.;  
Bill Ryan, Laboratory, and  
Frank Skillman, Real Estate.



MRS. HOWELL  
DOING HER PART

Like the little acorn that grew to be a mighty oak, Mae M. Howell, secretary to Frank Young at Equipment headquarters, started out in a small way to beat the Axis by selling war bonds and stamps. In January, Mae purchased \$27.00 worth of stamps and as these were sold she added to her supply and continued to sell anything from ten cents worth up. In nine months that have passed since she made her first sale, Mrs. Howell has sold a total of \$3,582.00 worth. Her motto is, "Keep the bond sales up to send the Axis down."

## Maintenance Notes

GENE BECKNER

Jack Stanley's eldest boy, Bill, who has been stationed in the Pacific area with an anti-aircraft unit, is back in the U. S. A., for officers training.

1st Lieutenant George McCann reports night marauders at Camp Clairborne—Louisiana razor-back hogs and cows.

"Ducky" Drake is home again after a siege at the Lyons Veterans' Hospital. Best of luck and back to work soon, "Ducky."

Bill Rackowski who entered the service way back in September, 1940, must be in Shangri La. No word has been received for so-o long. If you happen to see this, Bill, drop a line to the boys in the Maintenance office.

Bill Hagin's gang in Jersey City now has six men in the service: Technical Sergeant Frank Karan on foreign service; Robert Hale with the Marines somewhere outside of the U. S.; Lieutenant Jerry Mastronardy, a veteran who has seen service in Panama and Hawaii; Fred Natoli of the Air Corps; Louis Manikas, who has just entered the service and little Patsy Carlomagno, who for all his four feet, eight inches of height and bald head will make a real soldier.

And while on the subject, let's get something straight once and for all. Ken Craft has been officially rejected by the Army. He took his physical recently at Camden and the medicos gave him the old thumbs down.

Next time you happen to be in Maintenance headquarters take a look at Jim Dowling's scrap book of letters from the boys in the service. He's got them from all over the globe.

Bill Fritts of George Fitzer's institutional road gang at Flemington is now convalescing at Glen Gardner. Take it easy Bill, and you'll be back on the job before long.

DeForest Elv, victim of an unfortunate hunting accident which cost him the sight of both eyes last year, is back on the job with Earl Storer's sign-painting crew. He is now employed in the sign shop where he can perform a job of real value by touch. His early return to work of this nature is a credit to the rehabilitation efforts of the Commission for the Blind and to the cooperation of Commissioner Miller.

## Ouch!

J. R. Fleming, of Union City, writes that Elgin Mayer must have a lot of TIME on his hands and that when riding through traffic he had better WATCH out. To which we would like to add that this Mayer or may not be true.



## Cheer Up

If you feel sort of sad when you look at your tires these days—cheer up and take a look at this photograph of a tube recently picked up along the highway by Jack Eades just after it was thrown from the wheel of a passing car. We counted twenty-seven patches on it but since some were two and three deep there might have been more. It is too bad that the other half of this tube was not recorded. Some kind of a record would surely have been established.